

1333 ✓ IRON SHIPS.

Order for S.S. No. 18

Recd 20/4/57

No. 1332 Survey held at Glasgow Date 17th March 1857

on the Law 13th Crimean ^{now built} Master David Hardie

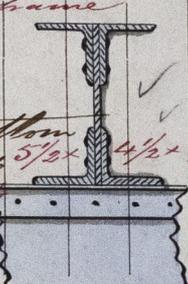
Tonnage Gross 1422 7/16 Engine Room 455 3/16 Register 967 4/16 Built at Glasgow

When Built 1857 By whom built Smith & Hodgson Owners Potter & Co

Port belonging to Glasgow Destined Voyage Liverpool

If Surveyed Afloat or in Dry Dock Building & Afloat

	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Power of Engines....	Horse No.
Length aloft	261	7/10	36	"	22	"	252	
Extreme Breadth....								
Depth from Beam to top of Floor..								
Distance between Floors amidships	1	4	1	4				
" " " forward and aft	1	4	1	4				
" " Ribs amidships	1	4	1	4				
" " " forward and aft	1	4	1	4				
Floors, Size of Angle Iron, and No. <u>one</u> at bottom of Floor Plate.....	5	3 1/2	9 1/2	5	3 1/2	9 1/2		
" depth & thickness of Plate at mid line..	22	5/8	22	5/8				
" " " " at turn of bilge								
" Size of Reversed Angle Iron, and No. <u>142</u> at top of Floor Plate..	3 1/2	3	1/2	3 1/2	3	1/2		
Ribs, Size of Angle Iron, single <u>or double</u>	5	3 1/2	9 1/2	5	3 1/2	9 1/2		
Reversed Iron, <u>if to every frame</u> or every other frame	3 1/2	3	1/2	3 1/2	3	1/2		
Beams, Deck (N ^o . <u>77</u>) double <u>or single</u> Angle Iron <u>or edge</u>	3	3	7 1/2					
" depth & thickness of plate amidships	8	3/4	9	5/8				
" double or single Angle Iron, on lower edge								
" average space between								
" if wood (N ^o .) sided & moulded								
Hold, (N ^o . <u>67</u>) double <u>or single</u> Angle Iron <u>or edge</u>	3	3	7 1/2					
" depth & thickness of plate amidships	8	1/2	9	5/8				
" double or single Angle Iron, on lower edge								
" average space between <u>every alternate frame</u>								
" if wood (N ^o .) sided & moulded								
Paddle, wood, sided and moulded or if Iron, size of Plate								
Engine " <u>Smith & Hodgson</u> <u>Bottom</u>								
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	5	5	10 1/2	5 1/2	4 1/2	9 1/2		
" Side or Bilge	5	5	10 1/2					
" Number	5 1/2	4 1/2	9 1/2					



Transoms, material Plate or, if none, in what manner compensated for.

Knight-heads " Crash are they free from defects? Bulkheads, N^o. Nix Thickness of Plate 7/16

Hawse Timbers " Crash

The Ribs extend in one length from Keel to Gunwale rivetted through plates with (7/8 in.) rivets, about (7 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from Keel to Gunwale & alternately to Hold Beams & alternately to Gunwale & Stringer

Keelson, if wood, length of scarp if iron, how are the various lengths connected? Shifted

Plates, Garboard, double or single rivetted to keel, with rivets (1 ins.) diameter averaging (3 in.) from centre to centre of rivet.

" edges from Garboards to turn of bilge, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.

" butts from Garboards to turn of bilge, worked carvel with a lining piece (3/4) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?

" edges from bilge to wales, worked carvel with a lining piece (1/2) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.

" butts from bilge to wales, worked carvel with a lining piece (9/16) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?

" edges of wales and to planksheers, worked carvel with a lining piece (1/2) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter averaging (2 1/2 ins.) from centre to centre of rivets.

Planksheers, how secured to the plating of the sides { Explain by sketch, } Riveted to Stringer & Side
 Waterway " " planksheer and to the Beams { if necessary. } rotating

Side trussing breadth and thickness of plates how secured

Deck trussing " " " 12 x 1/2 Rivetted to Angle Iron or Beams

Deck Beams, how secured to the side Melded & Keyed Rivetted to Frames

Hold " " do

Paddle " " do

No. of breasthooks 5 crutches 4 how are pointers compensated? do

What description of iron is used for the angle iron and bar iron in the vessel? Said to be best



Builder's Signature
Lloyd's Register
Foundation
IRON 432A-0155

13332

Workmanship. Are the lands or laps of the clenchwork in all cases sufficiently wide to take the rivets and support the strain on them? *Yes*
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*
 Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *Solid pieces*
 Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *Yes* and are the rivet holes well and sufficiently countersunk in the outer plate? *Yes*
 Are there any rivets which either break into or have been put through the seams or butts of the plating? *None*
 Was the plating caulked internally in the wake of the frames or ribs? *No*

Her Masts, Yards, &c., are in *Good* condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.	Inches.	N ^o .	Weight.
<i>One</i>	Fore Sails,	Chain	270 1 1/2	Bower,	3 35
<i>Complete</i>	Fore Top Sails,	Hempen Stream Cable	60 1		35
<i>cut</i>	Fore Topmast Stay Sails,	Hawser	90 8	Stream,	1 12
	Main Sails,	Towlines	90 7		
	Main Top Sails,	Warp	65 9	Kedge,	2 6 1/2
and		All of <i>Good</i> quality.	90 4 1/2		3

Her Standing and Running Rigging *Complete* sufficient in size and *Good* in quality.
 She has *Two Life* Long Boats and *2 1/2 ft* Launch *Two Quarter Boats 23 ft 3 in* & *15 feet* Pinnace
 The present state of the Windlass is *Good* Capstan *Patent* and Rudder *Good* Pumps *Hand Pump to each*
Compartment & Bilge Connected to Engine

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

- DATES of Surveys held while building, as per Section 17.
- 1st. On the several parts of the frame, when in place, and before the plating was wrought *Built under Special Survey*
 - 2nd. On the plating during the progress of rivetting *Special Survey*
 - 3rd. When the beams were in and fastened, and before the decks were laid
 - 4th. When the ship was complete, and before the plating was finally coated
 - 5th. After the ship was launched

The Upper Deck Beams in this Vessel are 8 3/4 in lieu of 8 1/2 + 5/8 as sanctioned by Committee's Letter March 29/56, she has Double Reverse Frames in the Engine Room extending to above Bilge. Engine Beams of Box form 3 ft 7 in by 2 ft 5/8 plate, Boiler Beams same as Middle Line Keelson, Has an Additional Bilge or Side Keelson; All the Longitudinal Stringers below upper Deck extend Fore and Aft through Bulkheads, and those above the Bilge (very) securely Connected by large Plate Hooks and Catches; Pillared in Hold, and between decks to every alternate Beam; Closely Ciled and Caulked to Hold Beams. Upper Deck fastened throughout, as prescribed by the Rules Has a Raised Deck, and Top Gallant Fore castle rigged as a Four Masted Barque, Wire Standing Rigging Testing Certificate of Chain Cables produced; No very strongly Built and is in every respect, a Complete and efficient Vessel, and in our opinion fully entitled to the undermentioned Class -

In what manner are the surfaces preserved from oxidation? *Red Lead and Patent Paint*

I am of opinion this Vessel should be classed *120A, 1,*

The amount of the Fee £ 5 : 0 : 0 is received by me,
Mr. W. Special £ 35 : 11 : 6

Certificate (if required) £ 0 : 0 : 0

Committee's Minute *24th April 1857*

Character assigned *1 for 12 Years*
Build of Iron

Wm. Robertson
Thos. Clark

I concur in the above decision
21st April 1857
J. R.